

TOWN OF BUENA VISTA

**RESOLUTION NO. 47
SERIES 2018**

A RESOLUTION OF THE BOARD OF TRUSTEES FOR THE TOWN OF BUENA VISTA, COLORADO, APPROVING 2018 CONTEXT MAP AND GUIDELINES FOR INFILL INFRASTRUCTURE IMPROVEMENTS

WHEREAS, the Board of Trustees has approved a new Unified Development Code (“UDC”) governing development within the Town;

WHEREAS, the Town is currently in the process of amending the UDC to grant the Town Administrator the discretionary authority to determine when certain development would require public infrastructure improvements; and

WHEREAS, staff has recommended that the Board consider and approve a context map and guidelines that would assist the Town Administrator in determining when public infrastructure improvements should be required and to assist the public in understanding the Board’s vision for these improvements.

BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BUENA VISTA, COLORADO, as follows:

Section 1. The Board of Trustees adopts the 2018 Context Map and Infill Infrastructure Guidelines, attached hereto as **Exhibit A** and incorporated herein by this reference, to be utilized by the Town Administrator in determining where public infrastructure improvements are required for certain types of development within the Town.

ADOPTED this 12th day of June, 2018.



Duff Lacy, Mayor

ATTEST:

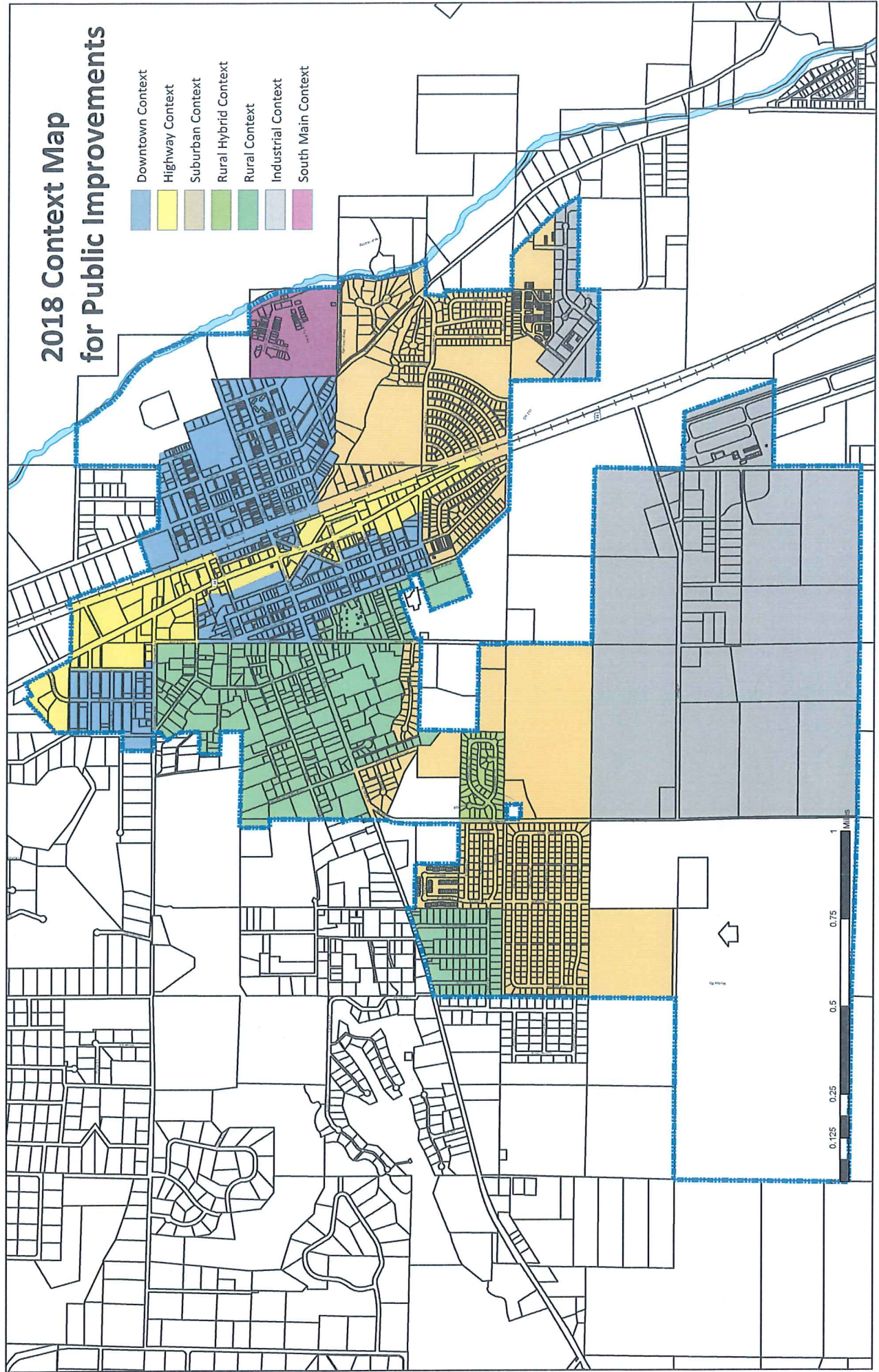


Paula Barnett, Town Clerk



2018 Context Map for Public Improvements

- Downtown Context
- Highway Context
- Suburban Context
- Rural Hybrid Context
- Rural Context
- Industrial Context
- South Main Context



Attachment B - Infill Infrastructure Guidelines for the 2018 Context Map

The Town of Buena Vista Board of Trustees has identified that it is the Town's position that development pay its way and install infrastructure, particularly sidewalks, even on development which involves individual lots rather than large scale development. The Board has delegated the authority to the Town Administrator to require and enter into infill infrastructure improvement agreements to address the installation and construction of infill infrastructure. To guide the Town Administrator in deciding which development requires infill infrastructure, the Board has adopted a context map and these guidelines. These guidelines shall be utilized in conjunction with the context map. The Town Administrator shall require for each infill development the infrastructure outlined in these guidelines, based upon the development's location within its applicable context.

1. Downtown Context

Description: The Downtown Context is defined by lots that were platted with the Original Town of Buena Vista Plat or the Crossman's Addition Plat that created predominately rectangular lots and blocks with narrow (25', 30' or 35' wide) lots that are predominately abutting a public street and a public alley. There are also some blocks that do not contain alleys (streets are on both sides of individual lots) or are organized along angular streets such as Cottonwood, California or Arizona. Streets are predominately paved with the exception of those within the Crossman's Addition Plat or where they were never constructed in the Buena Vista Plat such as Carbonate Street, Crymble Street, Beldan Street, Williams Street or Evans Street. A large proportion of lots have sidewalks, with most being detached from the street (except East Main Street where the sidewalks are wider and attached to the street) and only East Main Street and Colorado Avenue have raised curbs.

Within the downtown context, there are three distinct sub areas: Downtown east of Highway 24, Downtown west of Highway 24 and the Crossman's Addition Subdivision northwest of Crossman Avenue, west of Highway 24. Downtown east is experiencing significant development of infill lots and some cases conversion of existing properties into smaller newer developments on the existing 25'-wide lot pattern. Downtown west is predominately developed with existing homes grouped onto multiple lots and is more stable (less conversions to smaller homes on smaller lots). Crossman's Addition is predominately vacant with only lots along the north side of Crossman Avenue are developed due to the lack of water, sewer and streets. Crossman Avenue is the only paved street with water and sewer and does not have any sidewalks.

Infrastructure: If development occurs on vacant infill lots, missing sidewalks shall be required to be installed along the front of the lot. Alleys that are not currently installed with

a minimum of 6"- deep road base alley shall also be required along the width of the lot at least 16' in width to allow for cars to have access to the lots as required for any development that has an alley. The unbuilt portions of streets shall be graded and developed with a minimum of 6" deep road base to allow the streets to be possibly paved at a later date, if the Town paves them. If lots in the West Downtown area develop smaller individual single-family lots from the larger existing lots through demolition and new construction of more homes, sidewalks shall be installed. Any undeveloped alleys shall be installed to match existing conditions. If any infill lots in Crossman's Addition develop, sidewalks, alleys and streets will be required to be installed, along with any missing sewer and water mains.

2. Suburban Context

Description: The Suburban Context is defined by residential lots (mostly single-family detached homes) that are wider than downtown, are along paved streets and have attached or detached sidewalks on at least one side of the street. Esgar's Addition and Collegiate Heights subdivisions at the south end of town are built along gravel alleys in between streets. The sidewalks are detached in Meadow Ridge, Midland Meadows and Sunset Vista (#1 and #2) subdivisions, while most others have an attached sidewalk. Most subdivisions are fully developed and do not contain large numbers of vacant lots, with the exceptions of Sunset Vista #4, which is being developed a lot at a time by individual builders, and River Run subdivision. Sunset Vista #3 (or Tri-Vista) is being developed with triplexes and the majority of those condominiums are undeveloped along a paved street awaiting sidewalk when they develop.

Infrastructure: If development occurs on vacant infill lots, any missing or damaged sidewalks will need to be installed to match the existing sidewalks, regardless if they are attached or detached. If any platted alleys exist but are not constructed, the alley shall be installed to have a minimum 6"-depth of road base alley that is a minimum of 16' wide.

3. Rural Hybrid Context

Description: The only subdivision that is located in the Rural Hybrid Context is Summersong Ranch. The entire subdivision was developed with single family homes abutting a drainage pan along both sides of a paved street. There are no sidewalks along the streets and the entire residential subdivision is built out, minus one lot.

Infrastructure: No new sidewalks will be required for any infill development. If any concrete drainage pans or asphalt street is damaged, they will need to be replaced to match existing conditions.

4. Rural Context

Description: The Rural Context is defined by larger single family detached lots, that are typically wider and deeper than the R-1 zone district minimum sizes of 65'-wide and minimum 6,500 square-foot lots. These lots are typically along narrow paved streets, with roadside gravel parking or drainage ditches. These areas are where the existing residences are further apart and there is less traffic along the streets and where pedestrians typically use the existing streets for walking. While most of these areas have been developed with large single-family homes on larger lots, individual properties have been split to create some new lots in town.

Infrastructure: If any infill development occurs on individual vacant lots, no new sidewalks will be required. New lots must maintain the existing drainage conditions, including any new culverts needed for new driveways. Damage to any paved streets resulting from the construction of the lot must be repaired.

5. Highway Context

Description: The Highway Context is defined by those larger commercial properties that are located along Highway 24 in town. All lots abutting the paved highway between Crossman and Mill Street have new attached sidewalks that were installed by the Colorado Department of Transportation project last year. Lots along side streets or located north or south of the project typically do not have sidewalks, but newer commercial developments at the north end of town contain detached sidewalks along Highway 24 and Harrison Street.

Infrastructure: If any infill development occurs on lots without sidewalks, sidewalks must be installed. Sidewalks shall be located on the site plan for the new commercial development and installed to match the existing sidewalks in the vicinity, including width and location. If new sidewalks are not connecting to existing sidewalks at adjacent properties, they should look to provide detached sidewalks to minimize snow piles from CDOT plows in the winter and provide landscaping areas per the rest of the UDC requirements. Each new lot may require a case-by-case review depending on its location to existing and any planned sidewalks.

6. South Main Context

Description: The South Main Context is defined by the South Main PUD requirements for public infrastructure. There are narrower paved streets with raised curb and detached sidewalks. There are also alleys that abut the commercial and residential mixed-use lots.

These improvements are a requirement to be installed at the time of development on each lot within South Main.

Infrastructure: Infill development shall provide sidewalks and any alleys per the South Main PUD requirements.

7. Industrial Context

Description: The Industrial Context is defined by larger commercial and industrial lots that are developed with large buildings and off-street parking lots along paved streets. Lots along Antero Circle have an attached sidewalk while those lots in the Colorado Center PUD do not have any sidewalks. There are the beginnings of a detached trail system along Gregg Drive that are expected to continue into the subdivision as it develops to the south and west.

Infrastructure: Infill development of lots along Antero Circle shall provide sidewalks to match the existing sidewalks. Infill development of lots in the Colorado Center PUD shall install trails as required by the Colorado Center PUD, but sidewalks are not required per that previous PUD approval.